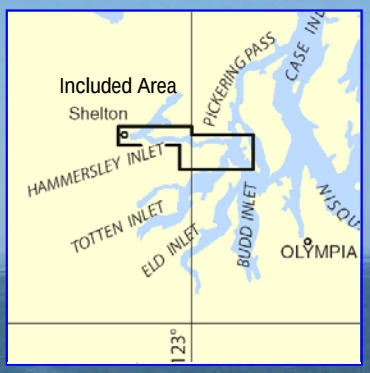
BookletChart™

Puget Sound – Hammersley Inlet to Shelton

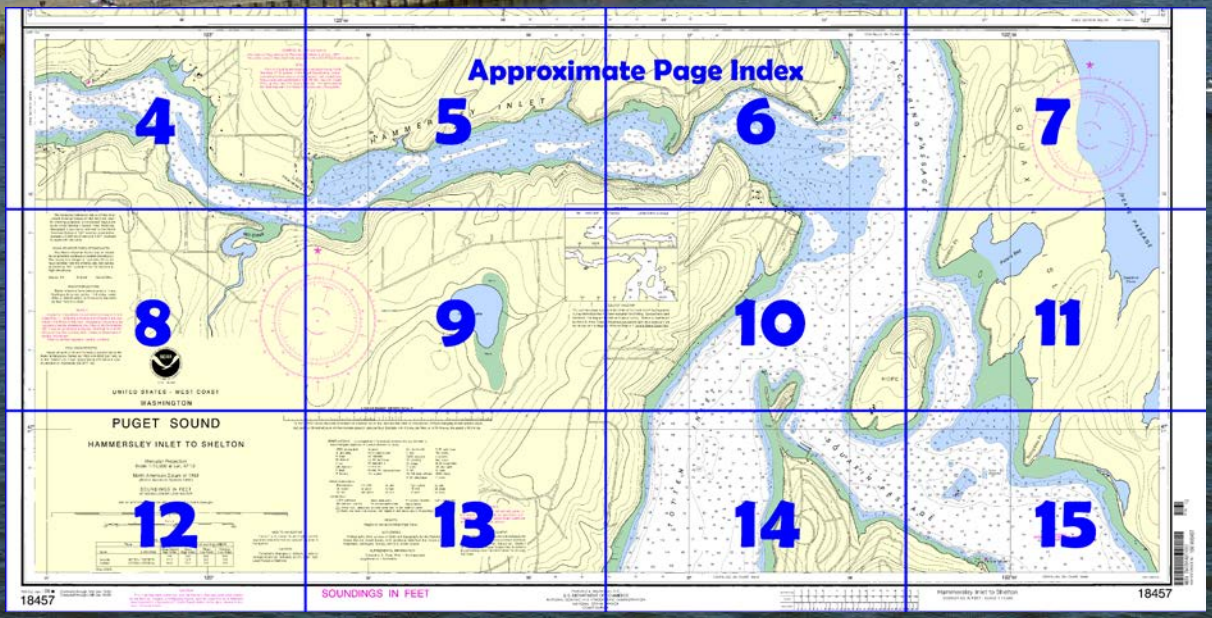
NOAA Chart 18457

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18457.

(Selected Excerpts from Coast Pilot)
Hammersley Inlet indents the W shore of the sound about 1 mile N of the W end of Squaxin Passage. It is about 6 miles long, expanding at its head into **Oakland Bay**, which is 3.5 miles long in a NE direction. The inlet is obstructed by shoals, particularly at its mouth, where there is an extensive bar. The rocky shoals have been partly removed. The channel, marked by lights on **Libby Point** and **Church Point** has a controlling depth of about 8 feet to the town of Shelton on Oakland Bay. It is navigated only by small craft, and by tugs with log rafts and railroad car floats; local knowledge is required. Tidal current velocities may reach 5 knots at times in the constricted parts of the inlet. (See Tidal Current Tables for current predictions.) Vessels enter on the flood, usually after half tide, and leave on the ebb, usually before maximum strength. Hammersley Inlet is considered dangerous for strangers.
Vessels with sharp rise of bilge should avoid the inlet as there is danger of capsizing in the strong current in case of grounding.
Arcadia is a small settlement on the S point of the entrance of Hammersley Inlet. It has a public ramp for launching small pleasure craft.
Shelton, at the head of the inlet, is a town of some commercial importance. Extensive logging, lumber, and lumber product manufacturing interests are centered here. The W end of **Oakland Bay** is used primarily as a storage area for logs trucked in from the Olympic Peninsula to be used by the mills at Shelton. Hammersly Inlet receives little commercial traffic. Shelton is on a branch of the Burlington Northern Railroad; lumber is shipped largely by rail, however, some railroad car ferrying is done. Railway trestles used as log dumps extend E across the flats from the Shelton waterfront. The Port of Shelton marina, 0.3 mile from the head of the Shelton waterfront and on the N shore, has berths, electricity, gasoline, and water. A yacht club has its facilities at the marina. Some marine supplies are available in the town. There are no haulout or repair facilities at Shelton. Oysters are cultivated in the shoal portions of Oakland Bay.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

Corrected through NM Jan. 14/06
Corrected through LNM Jan. 03/06

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.652" southward and 4.517" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection
Scale 1:10,000 at Lat. 47°12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography (from surveys of 1936) and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Arcadia	(47°12'N / 122°56'W)	14.4	13.4	3.0	-5.0
Shelton	(47°13'N / 123°05'W)	14.2	13.2	2.6	-5.0

(Dec 2005)

18457

KAPP 1927

06'

123°05'

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Goldsborough Creek

SHELTON

TANK

Floats

Piles and dolphins

Numerous piling

Log boom

OVERHEAD CONVEYOR

Snag

Conveyors

Log Pond

Snags

BNRR

CARMILL ST

10'

13'

50'

40'

30'

20'

10'

47° 12'

06'

123°05'

KAPP 1718

01'

123°

Church Pt.

FIR 6s 20ft 4M *6

Marsh

Joins page 8

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcati

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

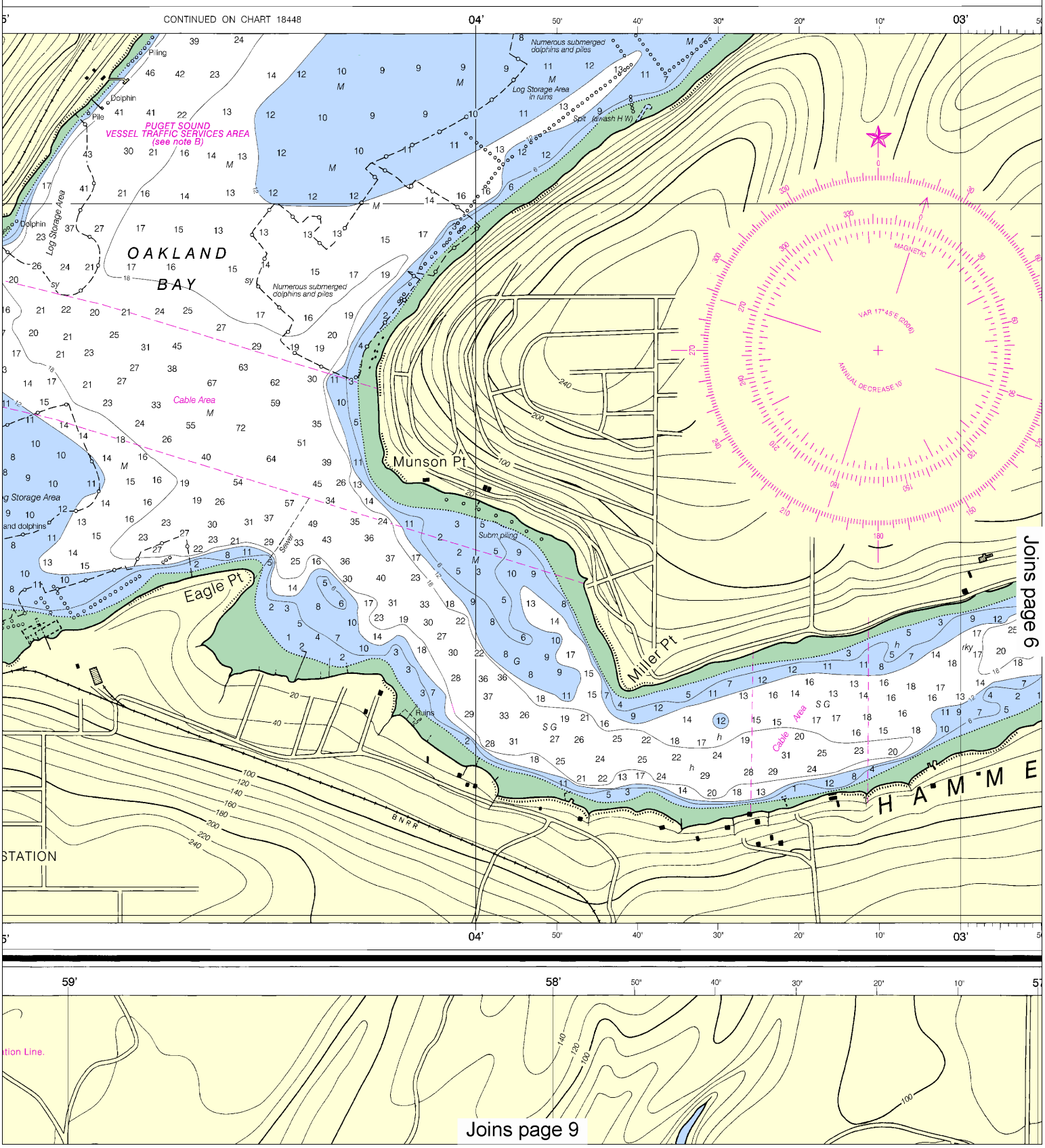
Nautical Miles

0

Yards

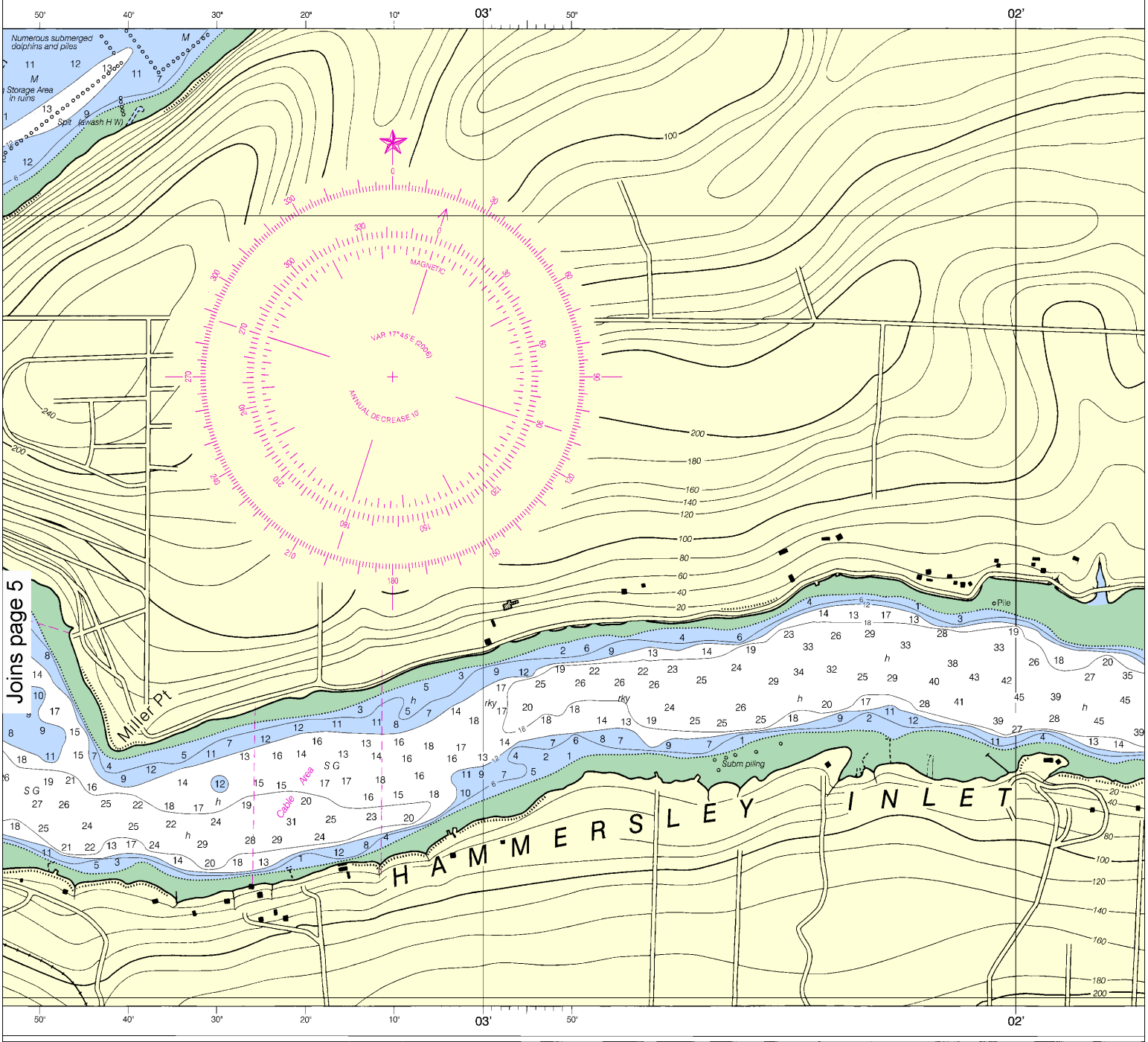
200 0 200 400 600 800 1000 1200

Formerly C&GS 6461 1st Ed., July 1947 C-1948-731



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 6461 1st Ed., July 1947 C-1948-731



Printed at reduced scale. ~~SCALE 1:10,000~~

See Note on page 5.

Nautical Miles

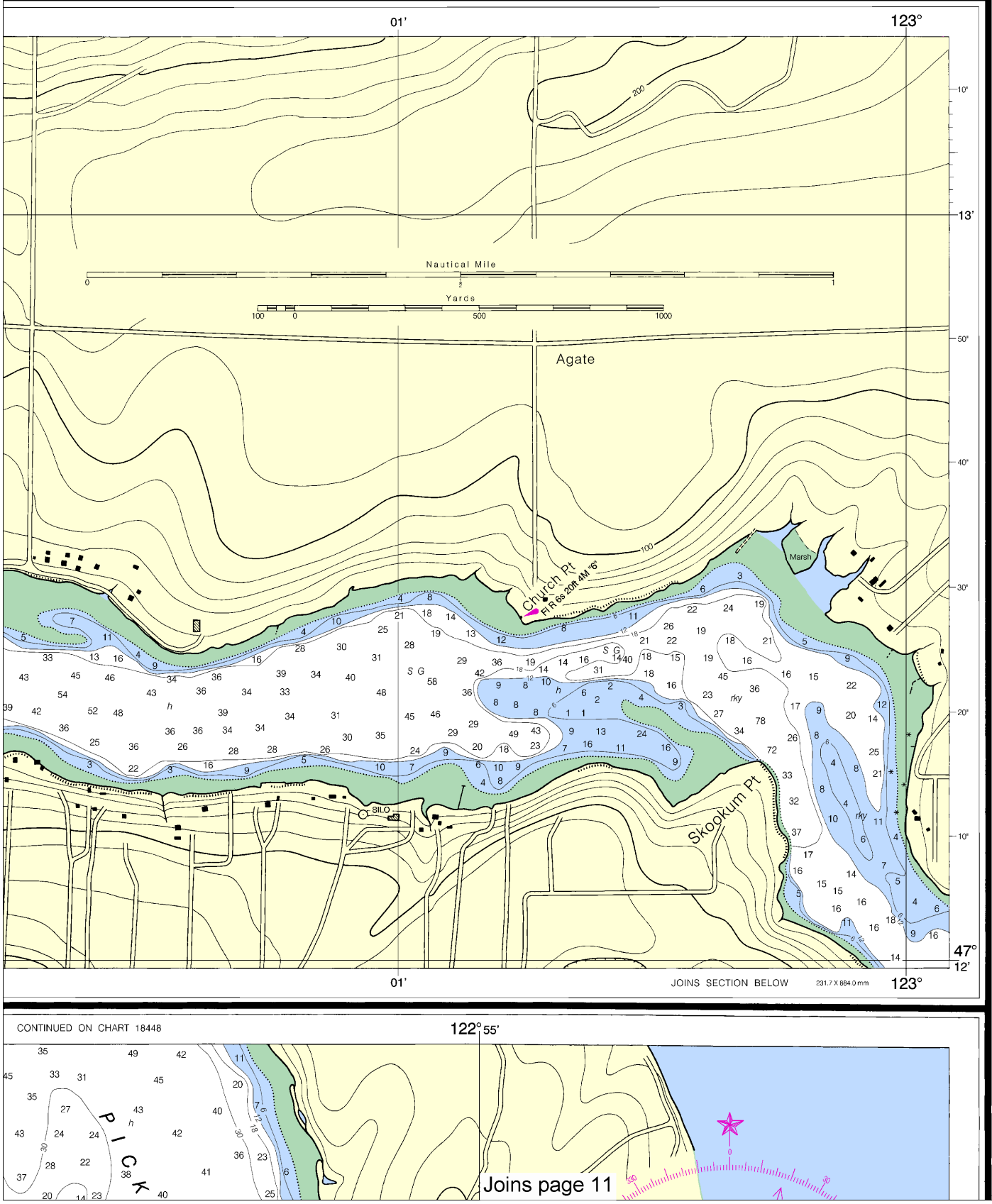
0

Yards

200 0 200 400 600 800 1000 1200

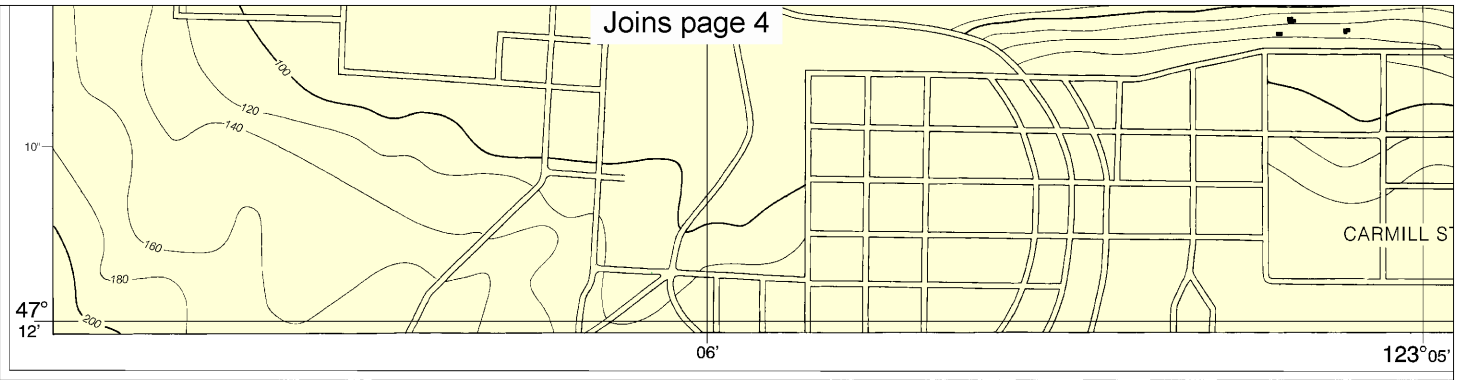
Note: Chart grid lines are aligned with true north.

18457

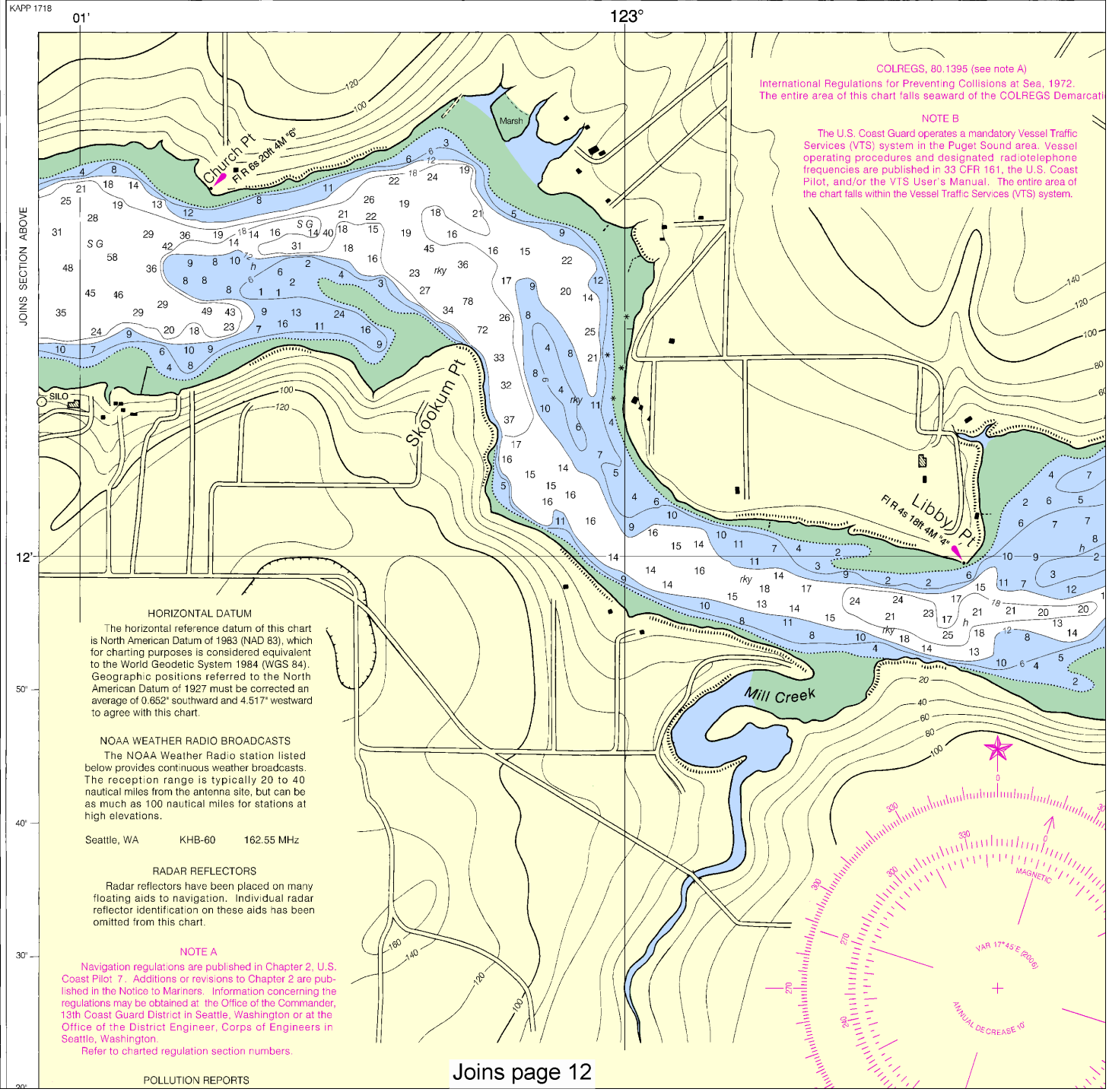


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

Joins page 4



KAPP 1718

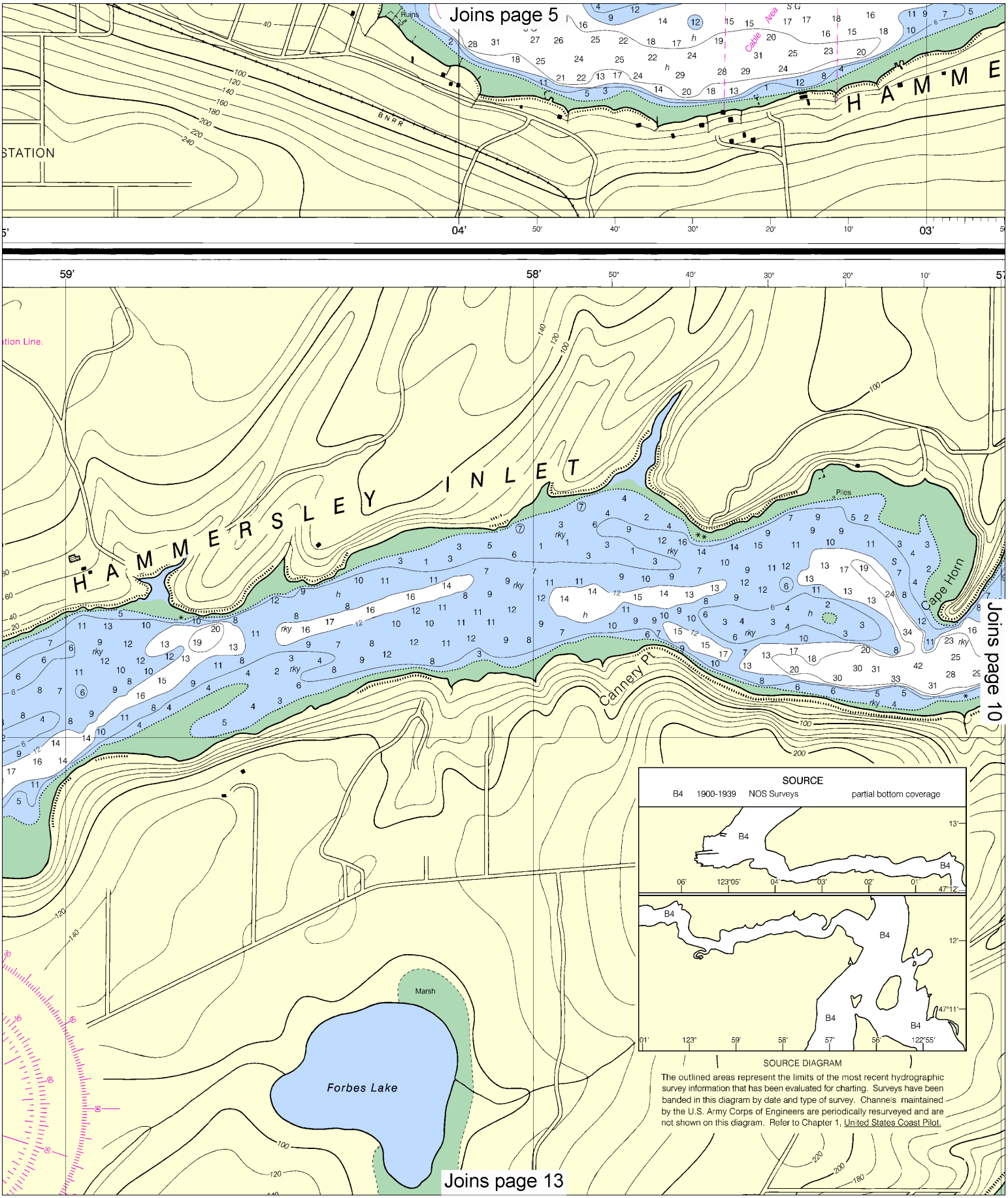


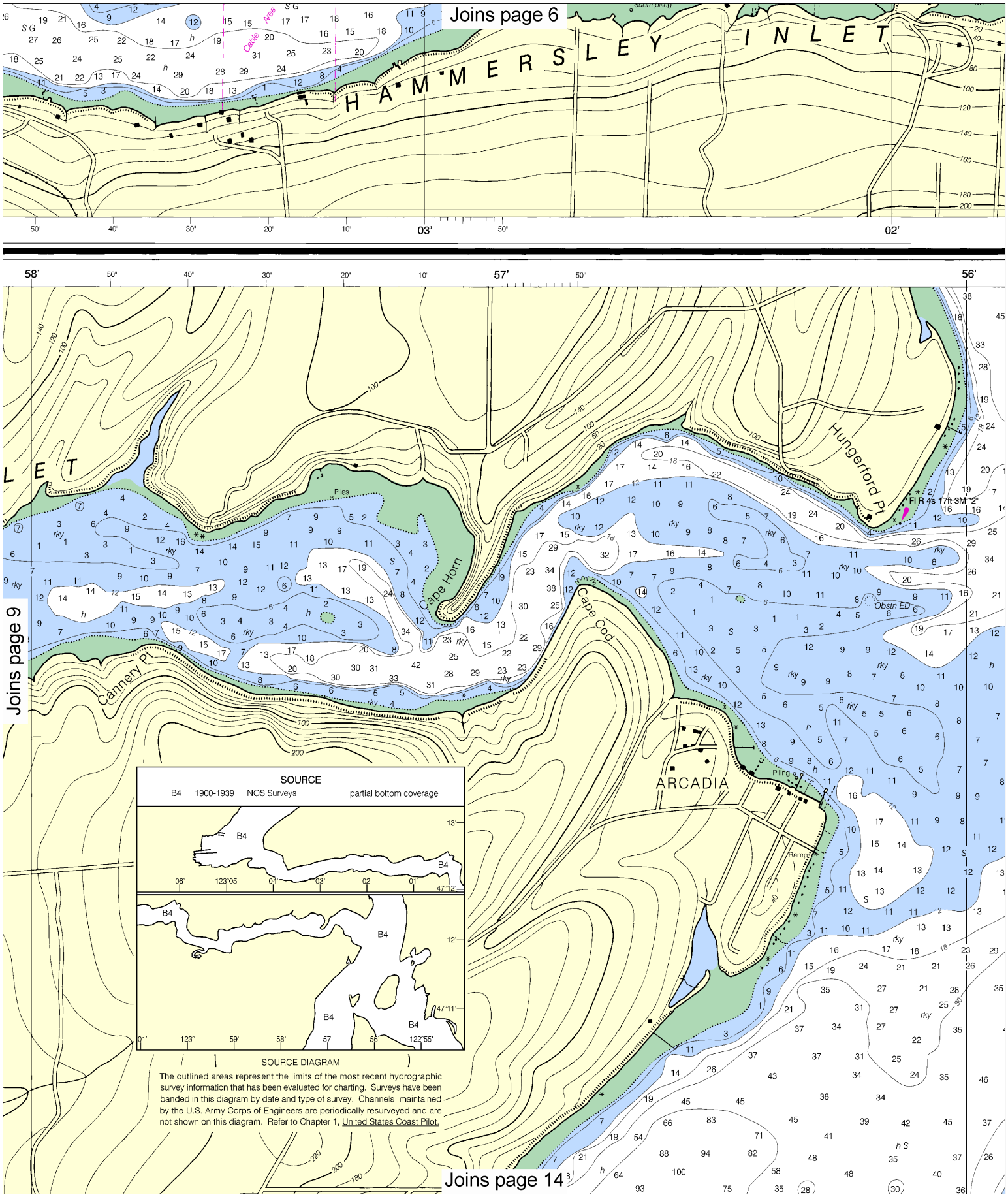
Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

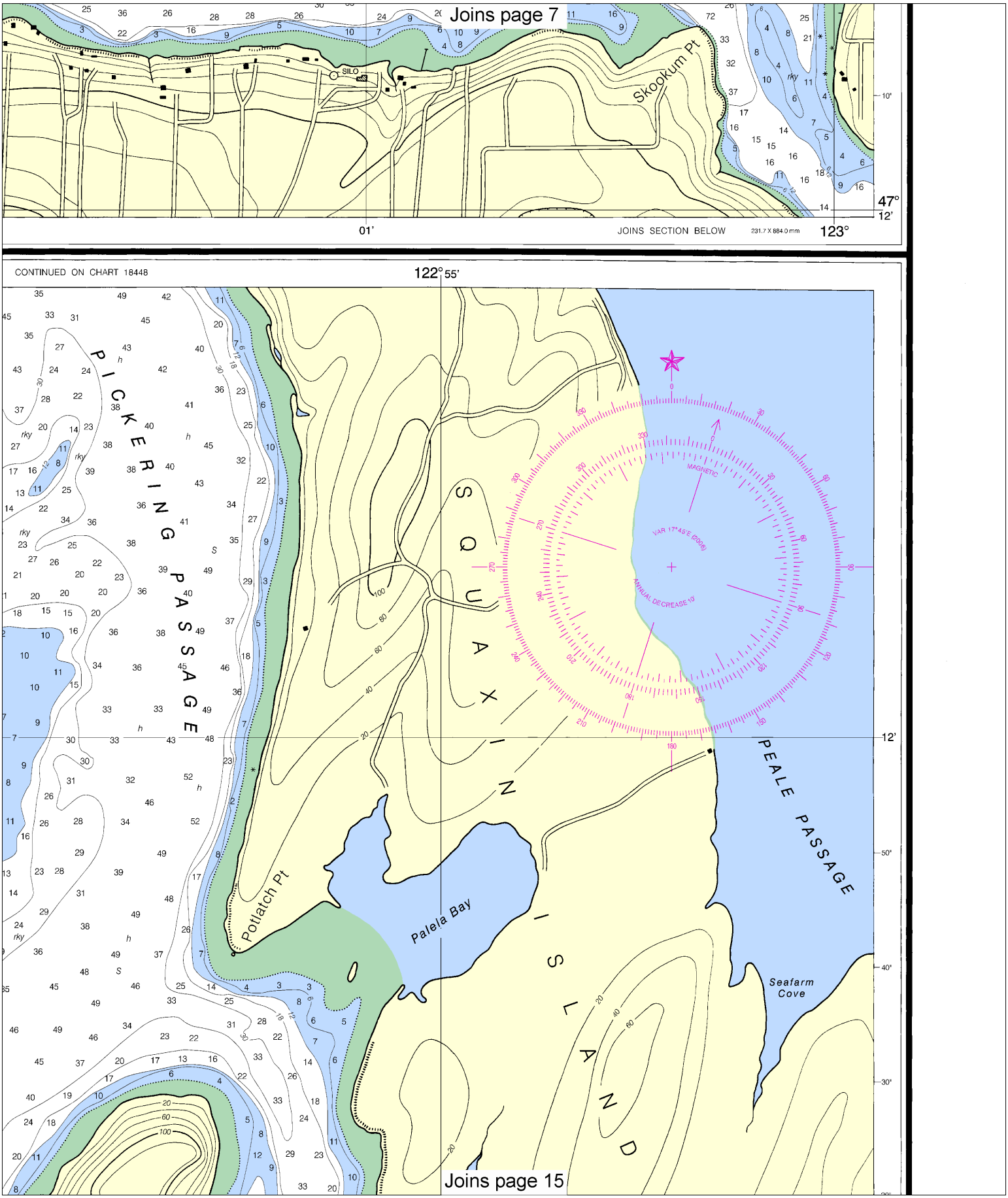

Joins page 5
Ruins
BNRR
STATION
Cable Area
H A M M E
04'
03'
59'
58'
H A M M E R S L E Y I N L E T
Piles
Cape Horn
Cannery Pt.
Joins page 10
SOURCE
B4 1900-1939 NOS Surveys partial bottom coverage
B4
13'
12'
06'
123°05'
04'
03'
02'
01'
47°12'
47°11'
01'
123°
59'
58'
57'
56'
122°55'
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
Marsh
Forbes Lake
Joins page 13



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200


Joins page 7
SILO
Skookum Pt
47°
12'
01'
JOINS SECTION BELOW
231.7 X 884.0 mm
123°
CONTINUED ON CHART 18448
122° 55'
PICKERING PASSAGE
SQUAXIN ISLAND
PEALE PASSAGE
Potlatch Pt
Palela Bay
Seafarm Cove
MAGNETIC
VAR 17°43'E (2009)
ANNUAL DECREASE 1°E
12'
50'
40'
30'
Joins page 15

Joins page 8

HORIZONTAL DATUM

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NOAA WEATHER RADIO BROADCASTS

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RADAR REFLECTORS

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Refer to charted regulation section numbers.

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Mill Creek

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - WEST COAST

WASHINGTON

PUGET SOUND

HAMMERSLEY INLET TO SHELTON

Mercator Projection
Scale 1:10,000 at Lat. 47°12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Nautical Mile

Yards

To find SPEED, place one point of divider
right point on 60 and left point will then indic

ABBREVIATIONS
Aids to Navigation
AERO aero
Al alternatin
B black
Bn beacon
C can
DIA diaphor
F fixed
Fl flashing

Bottom characteri
Blds bould
bk broken
Cy clay

Miscellaneous:
AUTH auth
ED existenc
(21) Wreck,
(2) Rocks

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

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TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Arcadia	(47°12'N / 122°56'W)	14.4	13.4	3.0	-5.0
Shelton	(47°13'N / 123°05'W)	14.2	13.2	2.6	-5.0

(Dec 2005)

47° 11'

01'

123°

10th Ed., Jan. / 06 ■
18457

Corrected through NM Jan. 14/06
Corrected through LNM Jan. 03/06

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUN

12

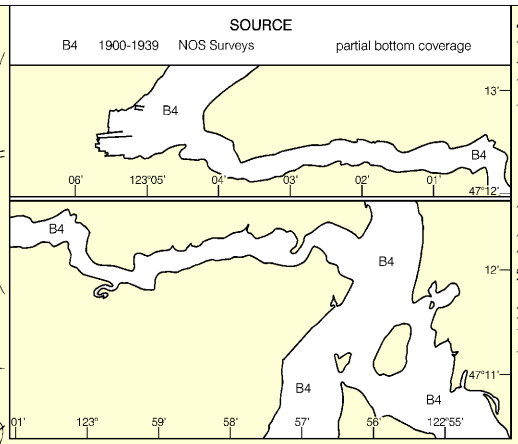
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

Yards

Joins page 9



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Marsh

Forbes Lake

Marsh

LOGARITHMIC SPEED SCALE

4 5 6 7 8 9 10 15 20 25 30 40 50 60

ers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place dicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

NS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
ion (lights are white unless otherwise indicated):

ronautical	G green	Mo morse code	R TR radio tower	
ting	IQ interrupted quick	N nun	Rot rotating	
	Iso isophase	OBSC obscured	s seconds	
n	LT HO lighthouse	Oc occulting	SEC sector	
	M nautical mile	Or orange	St M statute miles	
hone	m minutes	Q quick	VQ very quick	
	MICRO TR microwave tower	R red	W white	
g	Mkr marker	Ra Ref radar reflector	WHIS whistle	
		R Bn radiobeacon	Y yellow	

eristics:

lders	Co coral	gy gray	Oys oysters	so soft
n	G gravel	h hard	Rk rock	Sh shells
	Grs grass	M mud	S sand	sy sticky

thorized	Obstn obstruction	PD position doubtful	Subm submerged
nce doubtful	PA position approximate	Rep reported	

k, rock, obstruction, or shoal swept clear to the depth indicated.
s that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography (from surveys of 1936) and topography by the National ean Service, Coast Survey, with additional data from the Corps of gineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ACKNOWLEDGMENT

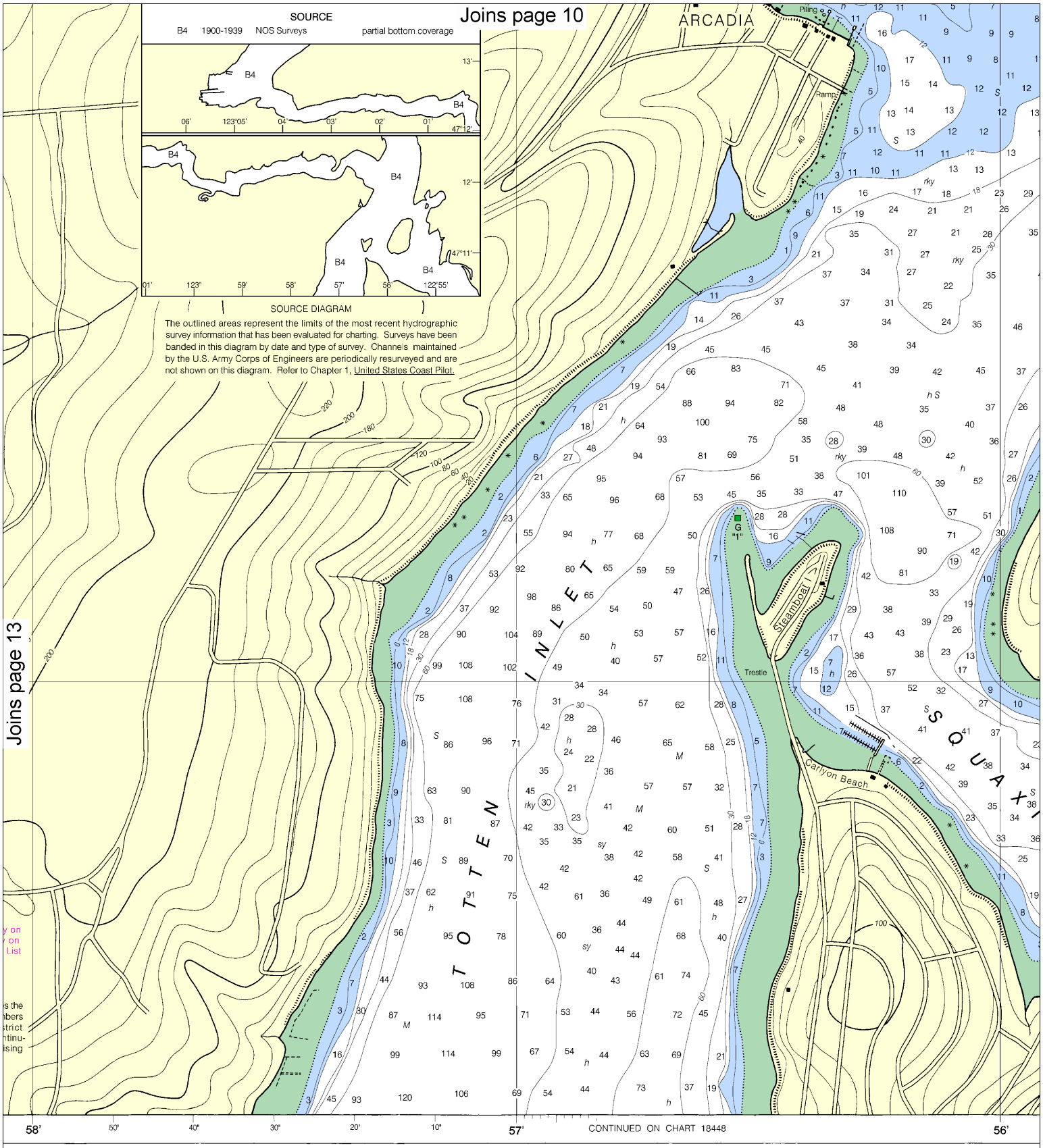
The National Ocean Service acknowledges the exceptional cooperation received from members of the Bremerton Power Squadron, District 16, United States Power Squadrons, in continually providing essential information for revising this chart.

Joins page 14

59' 58' 50" 40" 30" 20" 10" 57

NDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



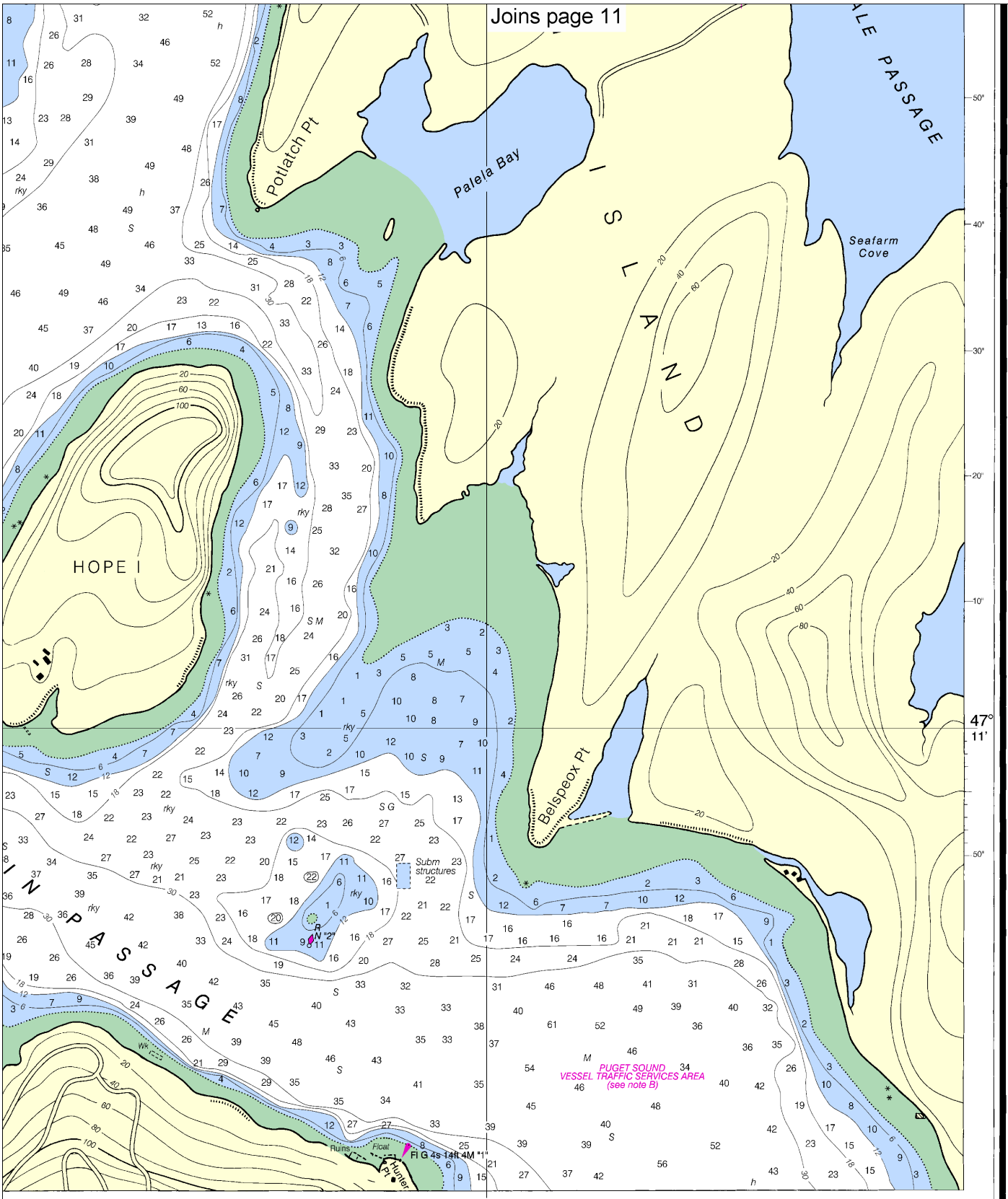
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS 1 2 3 4 5 6 7 8 9
FEET 6 12 18 24 30 36 42 48 54
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



Hammersley Inlet to Shelton

SOUNDINGS IN FEET - SCALE 1:10,000

18457

ED NO. 10

NSN 7642014011612 NGA REFERENCE NO. 18XHA18457

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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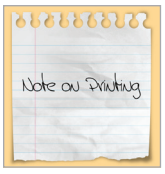

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